

California

Board of Inquiry Report

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

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To: General Manager

Date: October 12, 1972

From: Board of Inquiry

Subject: Investigation of Derailment of BART Transit Vehicle at
Fremont Station at 9:55 a.m., Monday, October 2, 1972

In accordance with your memorandum of October 2, 1972, the Board of Inquiry convened on October 4, 1972 to investigate all facts concerning the incident of October 2, 1972.

The verbal reports submitted by the Car Equipment and Wayside Technical Committees, along with the statements provided by all personnel involved, have been the basis for conclusions and recommendations of the Board. After the final Technical Committees' reports are compiled and analyzed, the Board will review its conclusions and recommendations.

FINDINGS

Train number 307 was dispatched from Hayward Yard at 8:28 a.m. on October 2, 1972 after receiving the established departure tests. The train consisted of two 'A' Cars, 143 South and 118 North. The Train Attendant was Mr. Eli Palmer. Train 307 proceeded to Fremont Station and berthed in the TM1 Station Zone under automatic operation with normal expected performance and without incident.

The train was dispatched from Fremont Station and completed its northbound run to MacArthur Station under automatic operation with normal expected performance and without incident.

The train was dispatched from MacArthur Station for its southbound run at 9:21 a.m., arriving at Union City at 9:51 a.m. Central instructed the attendant to hold at Union City until the preceding train vacated the TM2 Zone at Fremont. Upon direction from Central, the train proceeded south in automatic operation at 9:52 a.m.

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